

FOUR WOMEN JAILED IN MINE STRIKE RIOT

Kansas Prisoners Are Accused
of Driving Non-Strikers
From Work.

SOLDIERS KEEP ORDER

Request for Additional Guards-
men in Pittsburg Field
Refused.

PITTSBURGH, Kan., Dec. 16 (Associated Press).—Four women, said to have participated in demonstrations in which non-striking union miners were driven from work early this week, were arrested to-night and are in the city jail here under charges of unlawful assemblage.

The women are Mrs. Mary Bator, 45, wife of a miner; Mrs. Mary Skubitz, 32, wife of a former Deputy Sheriff of Crawford county; Mrs. Marie Doney, mother of two children, and Mrs. Fannie Winkler, widow of a miner.

Sheriff Milt Gould of Crawford county explained that while the offense with which they are charged is punishable by the clerk of the District Court had closed his office before the women were brought to Pittsburg and the prisoners could not get bonds before morning.

By direction of St. J. Hopkins, Attorney General, visits have not been permitted to see the women since they were lodged in jail.

One man, Noble Cross of Reno, also was arrested to-day, charged with assault and battery.

Kansas National Guardsmen, sent here to assist in preserving order, tonight continued to patrol the coal fields.

The advisability of asking for an additional battalion of troops was under discussion for some time this afternoon, but it was decided no additional men were needed at this time.

MAJOR HOFFMAN GUILTY IN MOTOR THEFT CASES

Other N. Y. Defendants Are
Acquitted in Carolina.

Special Despatch to THE NEW YORK HERALD. RALEIGH, N. C., Dec. 16.—The jury in the Federal court trying the wholesale automobile theft cases against C. J. Kelley of Sanford, N. C.; Major A. W. Hoffman, New York; Harry Craig, Germantown, Pa.; Frank Moran, New York; and George Scott, New York policeman, returned a verdict of guilty as to all defendants except Scott and Moran.

Kelley was sentenced to five years in the Federal penitentiary and a \$5,000 fine. He gave notice of appeal and bond was fixed at \$25,000, which he gave.

Kelley owned a garage in a little Carolina town near Sand Hill, which was a receiving station for stolen automobiles. Motor numbers were changed there, according to testimony, and other changes made to disguise the stolen machines before they were resold.

N. J. COMMUTERS URGE TRANSIT COMMISSION

Hope to Devise Plan for
Easier Access to New York.

B. H. Saunders, chairman of the bi-State rapid transit conference held in Paterson Thursday, began work yesterday getting together a committee of fifteen, three each from five New Jersey counties, to persuade the New Jersey Legislature to establish a transit commission on the lines of the New York Transit Commission to make it easier for commuters to reach this city. Nyack representatives at the conference, it is understood, will organize a similar committee in New York State.

The proposed New Jersey commission would cooperate with the New York commission and the Port Authority Board in improving transit conditions in the metropolitan area, electrifying railroads and pooling the commuting business.

KILL AUNT AND PROTEGEE AND PUT BODIES AT TABLE

Servant Girl Tells Startling Story of Murder by Three
Nephews to Prevent Fortune of Roman Woman
Going to Adopted Cousin.

LONDON, Dec. 16 (Associated Press).—A story of the startling discovery by the Rome police of the murdered bodies of an Italian millionaire, Mme. Cogo, and her adopted daughter, fully dressed and sitting in chairs in her dining room, was related in a despatch to-day to the Central News Agency from its Rome correspondent.

According to the despatch the police made their discovery as a result of testimony given them by Mme. Cogo's servant girl, who asserted that three sons

of Mme. Cogo's brother broke into her house, stifled the two women in their beds, dressed their bodies in their best clothes, including jewels, placed them in chairs in sitting postures and then set fire to the room to avert suspicion.

The servant girl, says the despatch, told the police she saw the men from a hiding place and said she thought they killed their victims for fear their aunt would leave her fortune to the adopted daughter. The three men and their father have been arrested, the despatch added.

CITY TRANSIT LINES SHOW GAINS IN NET

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Second Avenue Railroad Company had since November, 1920. In its preliminary report, when it was a member of the Metropolitan Street Railway system, it was the heaviest carrying road in New York, he said, running from 212 to 224 cars. Now it operates only seventy.

When the road was turned back to its owners the Metropolitan virtually choked it to death by cutting off free transfer privileges with all cross-town lines, leaving it gasping alone on the East Side with nothing to tie it to the heart of the city except a westbound transfer privilege at Twenty-third street.

Mr. Chalmers, from the time he took hold three years ago, has done much to rejuvenate the system. The 200 idle cars which he found standing in the car barn have begun to rebuild into the convertible summer and winter cars operated by only one man, instead of two. This has cost \$1,200 a car, but he is doing the rebuilding work out of his operating receipts.

Forty of these reconstructed, convertible, one-man cars, he said, he had sold to the city for use on the Staten Island Midland Railroad, of which Commissioner Grover A. Whalen, by the way, is operating director. The witness added that he had not yet received any of his money from the city, though the last of the cars had been delivered last July.

Official red tape, he understood, had tied up the \$22,000 owed him.

Mayor John F. Hylan, Comptroller Charles L. Craig, Samuel Untermyer and Grover A. Whalen, Commissioner of Plant and Structures, are the top officials of the Transit Commission when it resumes its public examinations next week.

Invitations were sent last night by the commission to the Mayor and the Comptroller. They are asked to meet with it Monday afternoon at 49 Lafayette street to confer concerning the city's finances as they affect the transit situation now and as they would affect it in connection with the plan which the commission is developing. This is as far as the official invitation goes.

But if the Mayor should desire to create a little diversion in defense of the city's money Mr. Shearman, special counsel to the commission, will be ready to oblige.

There is much interest to know what attitude the city officials will assume toward the invitation to cooperate with the State Transit Commission. The Mayor, the Corporation Counsel and their associates hitherto have refused to recognize the validity of that body, and have challenged its constitutionality, although its authority has been sustained by the courts.

Commissioner Whalen, as the city's operator of the Staten Island Midland Railway, was included in a general invitation extended to all operating officers of Queens and Richmond transit lines to attend the examination Monday afternoon. Mr. Whalen, because of the city administration's coy attitude toward the commission, preferred its subpoena, and he accepted service of a subpoena yesterday calling for his attendance at 2:30 P. M. Monday.

Mr. Untermyer is billed as the chief attraction for Monday forenoon. He has some personal ideas concerning a plan for transit reform, and confided them to the public at length some weeks

ago. As they are materially divergent from the plan drafted by the commission an interesting morning session is expected.

Smartering under criticism of the city jitneys voiced Thursday by John A. Ritchie, president of the Fifth Avenue Coach Company, Mayor Hylan yesterday flew to their defense with a threat to supersede that corporation as soon as possible with "a reliable concern." This was the Mayor's statement.

"The Transit Commission and the traction trust papers have started their propaganda against a system of up to date, sanitary, well lighted, well ventilated and heated automobile buses for the benefit of this city at a five cent fare. Their scheme appears to be to allow the traction interests to 'ray' the bus franchise privileges of the city and charge a ten cent fare by condemning the bus, the present administration for a five cent fare."

"The studied attempt to condemn the temporary buses that have been placed upon the streets of this city at a five cent fare by asserting that they are unsafe is another piece of bold propaganda circulated by those in sympathy with the traction interests."

"The Fifth Avenue Coach Company, which is controlled by the traction ring, is operating buses over certain streets of this city at a ten cent fare. For years this company has used buses with a cent of gravity so high as to increase the danger of an overturn. It is the intention of this administration as early as possible to get a reliable concern to put safe buses on these same streets and operate them at a five cent fare."

"We appropriated \$1,000,000 for the purchase of buses of a type which would permit entrance from the curb. The traction interests, through their attorney, Guernsey, Untermyer & Marshall, secured an injunction restraining the expenditure of this money. If the city had not been stayed by the court there would today be thousands of modern, well regulated, well lighted, well ventilated and heated automobile buses operating in the streets of this city at a five cent fare."

Mr. Clarence J. Shearman, who represents the Transit Commission, and others in sympathy with the traction interests will not be able to fool the people by handing out such propaganda."

CITY LOSES \$2,260.54 IN SUIT OVER CAR DOORS

Must Pay Interborough for
Cost of Installation.

By a unanimous decision of the Appellate Division of the Supreme Court yesterday the city was directed to pay \$2,260.54 to the Interborough Rapid Transit Company, representing the cost of installing multiple car door controls on 932 cars.

When the Interborough demanded payment in July, 1920, Comptroller Craig refused to issue a warrant for the money on the ground that payment was not provided for in dual contract No. 3. The court decided yesterday that it was due under an arrangement made in 1900 when the city disputed a claim made under the contract and a board of arbitrators fixed the amount due at \$2,260.54, but permitted the city to hold the money and pay it out in installments for extra work. The railroad obtained a mandamus directing the payment of the money last June, but the city appealed from the order.

NEW WORK URGED ON MUSCLE SHOALS

Chief of Army Engineers
Recommends Spending
\$7,500,000.

REPORTS ON PROJECT

One-third Complete, Plant
Has Already Cost
\$15,278,828.

WASHINGTON, Dec. 16.—Seven and one-half millions of dollars "can be profitably expended" in new work on the Muscle Shoals, Ala., nitrate and water power project during the fiscal year of 1922, Major-General Beach, chief of army engineers, says in his report to-day to the Secretary of War. Work on the project was shut down last April as a result of the refusal of Congress to appropriate further funds for it, and the Government is now negotiating for the sale and lease of the plant to Henry Ford.

A financial summary prepared by Gen. Beach shows that to date a net total of \$15,278,828 has been expended on the project, which the General says is about 35 per cent completed. The percentages of completion for the various units being Wilson Dam, 45 per cent; power house, 11 per cent, and locks, 10 per cent.

The sum expended in the fiscal year ended last June 30 was \$7,840,731, the principal items listed by Gen. Beach being: Dam construction, \$3,108,800; power house construction, \$1,017,000; main line railroads, construction, maintenance and operation, \$495,500; general plant, purchase, construction, operation and maintenance, \$1,391,200; camp construction, maintenance and operation, \$728,600; general expenses, including flood losses, salvage, recruiting and office expenses, \$721,200, and lock construction, \$143,500.

On last July 1 the money available of funds appropriated was \$398,931, and Gen. Beach says this will be expended by next August, as the expenses of guarding and maintaining the property average \$30,000 a month.

"Should additional funds be provided," Gen. Beach says, "the work to be done would be: Construction of cofferdam No. 2 and work therein, continuation of excavation for lock, continuation of concrete work in dam and continuation of excavation and concrete construction for power house. The amounts expended for each would depend upon the date and amount of the appropriation. The rate of expenditure should be approximately \$625,000 per month."

Discussing the present state of the work, Gen. Beach says:

"All preparatory work in the nature of camps, roads, railroads, plants and shops is completed. Earth excavation for the lock is 90 per cent completed and rock excavation 18 per cent. About 92 per cent of the excavation and foundations for the dam are completed and about 35 per cent of the excavation for the power house section is completed and approximately 4.6 per cent of the concrete placed.

"Following suspension of construction, property has been collected and stored, floated floating property returned and construction equipment placed in condition for indefinite storage or layup. The navigation of the river is completely blocked by the work in its present condition."

First Airplane Flight Made 18 Years Ago

EIGHTEEN years ago to-day, December 17, 1903, the world's first airplane flight was made by Orville Wright at Kitty Hawk, N. C. After centuries of unsuccessful effort, flying in a motor driven, heavier than air machine had come to be regarded as an impossibility, and the Wright brothers were looked upon as mentally unbalanced.

Mr. Wright in a statement issued yesterday at the Aeronautical Chamber of Commerce said: "The longest flight (December 17, 1903) was of forty-nine seconds duration and at the rate of thirty miles an hour. To-day continuous flights of more than twenty-four hours have been made and speed in excess of 175 miles an hour attained. Who knows what airplanes will do at the end of another eighteen years?"

ALTENDORF TOLD OF BLACK TOM PLOT

Continued from First Page.

agent of the United States Government in Mexico during the world war, was deported from Mexico as a "pernicious foreigner." In a long statement he declared that Germany was seeking economic and military control of Latin America.

Arriving in Juarez August 25, under guard Altendorf said that acting under a commission of American insurance companies he had discovered in Mexico a German, whose name he gave, who was the perpetrator of the Kingsland, N. J., and "Black Tom" explosions of munitions early in 1917. He was released in bail or a charge of having entered the United States.

At the Department of Justice in Washington, shortly after the arrest of Altendorf, it was admitted that he had at one time held credentials as an agent of the Department of Justice, but it was stated these later had been revoked.

PLOTTERS ELUDED ALL POLICE TRAPS

The Wall street explosion of September 16, 1920, in which thirty-eight persons were killed and hundreds injured, was followed by investigations by police, Department of Justice agents and private detectives, which resulted in many arrests but no convincing evidence connecting any of those arrested with the outrage. On several occasions the police and Federal agents declared they knew the identity of the driver of the death wagon which contained the explosive, but they failed to name or arrest him. William J. Flynn, chief of the Department of Justice agents, attributed the explosion to anarchists. Another theory was it was the work of rival labor organizations.

SMALLEST RAILWAY WILL BE SCRAPPED

Governors Island Road Was
Used to Convey War
Supplies.

23,600 FEET OF TRACK

'Operating Force,' a Lone Sergeant, Will Go Back to
Soldiering.

One of the most noted railroads with a terminal in New York city has gone under utterly as the result of business depression following upon war prosperity. Practically all of its trackage is to be torn up and sold for what it will bring. Its trainmen have already been dismissed.

The railroad in question is that of the Governors Island, Fort Jay, Castle Williams and Filled Ground Railway Company. This railroad is noted throughout the country as the smallest

railroad in the world. A certain grim satisfaction is expressed by those closest to it in the fact that, although 23,600 feet of its track, all but a few hundred feet, are to be disposed of, the line, nevertheless, will be more than ever the smallest railroad.

When all the warehouses and sheds on Governors Island were full during the war the railroad, with its one engine, two flat cars, one gondola and one box car, was as busy as a Ford car towing a five ton truck, but now the warehouses are empty and the locomotive has tired of riding his fireman and assistant general manager around looking for business and has gone back to soldiering.

And the quartermaster of the Second Corps Area, in addition to advertising the sale of twenty-four warehouses and half a mile of sheds and 5,800 heads of automatic sprinkler system, has offered the 23,600 feet of railroad for sale. The efficiency of the War Department is seen in the fact that Christmas is only eight days off and the Governors Island, Fort Jay, Castle Williams and Filled Ground Railway Company may just fit in some good little boy's stocking.

NEW MUSCLE SHOALS OFFER CONSIDERED

Conference Dec. 26 on
Proposal of Coast Company.

SAN FRANCISCO, Dec. 16.—Fred C. Hitchcock, vice president of the construction company which is building here the Hetchy Hetchy project to supply San Francisco with water, departed for Washington to-day in response to a Government invitation to be on hand in the capital December 26 to confer on a proposal made by his company for taking over and developing the Muscle Shoals nitrate and power project on the Tennessee River.

Only bare outlines of the proposal have been given out here. Its principal intent is to bring about the maximum possible development of electric energy and the sale of this at a profit, which would be shared evenly with the Government.

The company asks a lease of the completed project for fifty years and proposes to pay all construction costs

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New York's foremost fine candy



PRESENT needs of Christmas shoppers are Christmas presents needs. For months and months we have been preparing for just the difficulties which face you now.

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"The Gift Shop of 5th Ave."
Fifth Avenue at 39th St.

B. Altman & Co.

MADISON AVENUE-FIFTH AVENUE, NEW YORK
Thirty-fourth Street Thirty-fifth Street

For to-day (Saturday)

An Important Sale of
Women's Fur-trimmed Coats
(newly purchased)

will offer unusual value at
\$79.00

The assortment comprises one hundred silk-lined coats, developed in this season's most wanted materials.

Prices have been largely reduced on all of the remaining

Imported Coats and Wraps

(Department on Third Floor)

A Clearance Sale of
Misses' Dresses

will offer extraordinary values at

\$15.00, 23.75 & 28.50

The models, appropriate for street, afternoon and dance wear, are up-to-date in every respect. The materials comprise Canton crepe, chiffon velvet, satin meteor, chiffon cloth, wool twill and jersey.

(Department on Second Floor)

Stern Brothers

WEST 42d ST. (Between Fifth and Sixth Avenue) WEST 43d ST.

Substantial Savings In This

Overcoat Sale

Group No. 1—Overcoats
Formerly Up To \$50

\$37.50

Ulsters, Ulsterettes, Chesterfields, Semi-fitted Coats and Box-backs—all tailored by the Kirschbaum shops.

Group No. 2—Overcoats
Formerly Up To \$65

\$47.50

A choice variety of tartan-back weaves, warmth without weight fleeces and vicunas—all styles—all Kirschbaum tailored.

Group No. 3—Overcoats
Formerly Up To \$75

\$57.50

Some of the finest garments that have come from the Kirschbaum shops this season. Superb fabrics and workmanship.

Men's Section—Third Floor



KIRSCHBAUM TUXEDOS OR FULL DRESS—\$45
(Coat and Trousers.) Slight charge for alterations.



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